



**Greensboro Urban Area  
Long Range Transportation Plan Update  
Greensboro Metropolitan Planning Organization**

**3<sup>rd</sup> Round Public Involvement Summary**

**June 2004**

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## **SUMMARY OVERVIEW**

## OVERVIEW

An extensive public outreach program has been a cornerstone of the 2030 Long Range Transportation Plan Update. This includes three rounds of public involvement activities. The first round involved a Community Influencer Meeting, four public workshops, and a statistically valid telephone survey of area residents. The second round involved four public workshops and interviews with local elected officials and the Triad Transportation Association. The third round involves four public workshops and a final public meeting to present the draft final plan.

The third round of public involvement workshops took place during the month of June 2004 and the final public meeting presentation occurring in July. The intent of the third round was to present and gain feedback on various elements of the transportation plan and accompanying policy recommendations. As with the previous rounds, four workshops geographically dispersed within the study area were conducted and the final presentation took place in the Greensboro City Council Chambers. A drop-in session format was used during the third round, and included presentation boards, handouts, and a brief PowerPoint presentation which explained the content of the workshop. Participants were asked to fill-out questionnaires and to offer feedback on the material as presented. During this same time frame comments were solicited via e-mail, and on the project web-page. Most notable was a letter received from Action Greensboro, a non-profit group focused on the promotion and revitalization of downtown Greensboro and overall community development. This document provides a summary of input, and the complete record of comments received during round three.

## WORKSHOP INFORMATION

### Workshop Locations:

**June 3**  
6:00 - 8:00 PM

**Bessemer Elementary School**  
918 Huffine Mill Road, Greensboro, NC

**June 7**  
6:00 - 8:00 PM

**Summerfield Elementary School**  
7515 Trainer Dr., Summerfield, NC

**June 10**  
6:00 - 8:00 PM  
NC

**Pleasant Garden Elementary**  
4833 Pleasant Garden Rd., Pleasant Garden,  
NC

**June 17**  
5:00 – 7:30 PM

**Greensboro City Hall Council Chambers**  
Melvin Municipal Office Building  
300 W. Washington Street  
Downtown Greensboro

Workshop Attendance:

A total of 77 individuals attended the Third Round of public workshops. Attendance by workshop location is as follows:

Location	Number of Participants
Bessemer Elementary School	11
Summerfield Elementary School	31
Pleasant Garden Elementary School	23
Greensboro City Hall	12
TOTAL	77

Of the 77 participants, 14 returned completed questionnaires:

- 2 from the Bessemer Elementary Workshop;
- 6 from the Summerfield Elementary Workshop;
- 6 from the Pleasant Garden Elementary Workshop; and
- 2 from the Greensboro City Hall Workshop.

**Questionnaire Response Summary:**

**1) How many years have you lived in the Greensboro / Guilford County Area?**

All but two respondents have lived in the Greensboro area for more than 15 years. Many of the respondents were lifelong residents of the area. The average length of area residency for respondents was 26 years.

**2) Did you attend any of the first or second round of public workshops?**

10 of the respondents had been to one or more of the earlier workshops.

**3) What is your general reaction to what you heard at this meeting?**

General reactions to what was heard ranged from “very good” to “not specific enough”. Most of the responses to this question came from the Summerfield and Pleasant Garden workshops. Some individuals were primarily interested in specific projects rather than the overall plan recommendations and wanted additional information regarding the timing, need, and design of particular projects.

**4a) Please note any comments that you have about 2030 Roadway Investment Plan**

The 2030 Roadway Investment Plan comments ranged from “helpful if it comes to pass” to “discouraged at how much of Greensboro is going to be paved”. There were comments that questioned the need for and placement of many of the airport area projects while others were concerned about future interchanges on US 421. In general, the responses were mixed. Not surprisingly, some commented on the impact of potential roadway alignments that may impact their neighborhoods.

**4b) Please note any comments that you have about 2030 Public Transportation Investment Plan**

Nearly all of the comments received were positive with regard to the provision for increased public transportation service. The Public Transportation Investment Plan was deemed by one as being a positive use of public funds while others expressed the need for expanded service. Some did note the difficulty of a low density development pattern on the expansion of transit service.

**4c) Please note any comments that you have about 2030 Non-motorized Investment Plan**

Many of the comments regarding the non-motorized elements of the plan were favorable. Some expressed the need for a formalized bicycle plan as well as dedicated infrastructure for bicycles and sidewalks for pedestrians. Still others questioned how these projects could be funded.

**4d) Please note any comments that you have about the proposed Thoroughfare Plan**

Very few specific comments were received regarding the proposed Thoroughfare Plan. However, most comments were generally positive. One respondent thought Pleasant Garden needed additional alternatives.

**4e) Please note any comments that you have about the draft Collector Street Plan**

There were no specific comments regarding the Draft Collector Street Plan. Most participants heard very clearly from the presenters that the Collector Street Plan was in draft form and would require additional public involvement and cooperation with County and Municipal Governments within the Greensboro Urban Area.

**4f) Please note any comments that you have about the draft Transportation Policies**

A limited number of policy related comments were received from respondents that attended the workshop in downtown Greensboro. In general, the comments were favorable but the respondent also cautioned that more should be done to promote the use of alternate travel roads.

**5) What other comments do you have?**

Responses to this question varied and were largely influenced by the location of the respondent. A comment from the Bessemer Elementary workshop questioned the appropriateness of the PART connector from Winston Salem to High Point. Responses from the Summerfield workshop sited concerns regarding the alignment of the Airport Connector, as well as improvements to US 220 and even the potential need to contemplate equestrian considerations. Respondents from the Pleasant Garden workshop noted concerns associated with improved access to US 421 as well as the Burnetts Chapel / Hagen-Stone Park Connector. The Downtown Greensboro workshop respondents mentioned walkability and accommodations for bicycles in their comments.

**ACTION GREENSBORO COMMENTS**

During the course of the final round of public involvement, comments on the draft elements of the Plan were solicited via e-mail, the project web site, and during the public workshops.

The Greensboro MPO received a letter dated June 24, 2004. The content of the letter generally encouraged the City and MPO planners to consider and promote the initiatives as outlined in the 2001 Downtown Greensboro Master Plan. The City of Greensboro and the MPO encourages Action Greensboro and DGI to continue with their planning efforts and community dialog. Their continuing involvement in the planning process will be key in addressing their comments. The letter further outlines some of the key transportation elements from the downtown plan including:

Downtown Street Network: develop a network of streets where auto and pedestrian traffic is dispersed over the entire network rather than concentrated in a handful of arterials

Transportation Choices:

Insure that the transportation system includes choices among them, a pleasant pedestrian environment

*-The Elm Street, Market/Friendly, Lee Street corridors, and Murrow Boulevard are important in the enhancement efforts for the Center City.*

A Grand Boulevard:

Redevelop Market/Friendly to become a grand boulevard of water gardens and residences thereby creating a transit-oriented corridor linking the college communities. Provide a trolley on fixed rails along the Grand Boulevard to promote transportation choice and pedestrian activity.

Light Rail along the Lee Street Corridor:

Consider the implementation of light rail from the Koury Center, to the Coliseum, to UNCG and Greensboro College, to Center City and on out to the A&T Farm and the future Millennium Research Park.

Center City Public Transit:

Consider the development of a fleet of small electric or propane-powered buses and/or a trolley to serve other points within the Center City.

Greenway and Rail Yard Park:

A Greenway is planned to connect to the City's trail system, on the west side of the Center City, to a Rail Yard Park in Southside, and then to a Greenway on the east. Consider the conversion of a lane from Murrow Boulevard to a trail of some sort to develop a Greenway on the east.

Changes in Street Patterns:

Implement recommended conversion of one-way pairs to two-way traffic operations and provide addition on-street parking including angle parking in locations as recommended in the Downtown Master Plan.

Coordination:

Encourage Greensboro DOT to work closely with Action Greensboro and DGI as the new Center City Park and other downtown infrastructure is developed.



## **PUBLIC WORKSHOP QUESTIONNAIRE SUMMARY**



# Greensboro Urban Area Long Range Transportation Plan Questionnaire

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**June 2004**

**1) How many years have you lived in the Greensboro / Guilford County area?**

**Besemer**

1. 43+
2. 30 years

**Summerfield**

1. 47 years
2. years – We moved to County to avoid noise and congestion of City life!
3. 34 years
4. 5 years
5. 16 years
6. 1 year

**Pleasant Garden**

1. 22 years – Olde Forest/Forest Oaks
2. All my life 57 years
3. 31 years
4. 17 years
5. 19 years Greensboro; 14 years to present; 33 years total
6. 18 years

**City Hall**

1. 45 years
2. 20 years
3. 20 years

**2) Did you attend any of the first or second round of public workshops?**

**Besemer**

1. Yes
2. Yes

**Summerfield**

1. Yes
2. No, kept informed through neighborhood association.
3. Yes
4. No
5. Yes
6. Yes, Both

**Pleasant Garden**

1. Yes on Southern 85 Route Bypass
2. No
3. No
4. No, didn't know about them
5. Yes
6. No

**City Hall**

1. Yes, all
2. first
3. Yes, both

**3) What is your general reaction to what you heard at this meeting?**

**Bessemer**

1. Very Good
2. Good

**Summerfield**

1. Very informative
2. I am pleased to see thoughtful planning, I strongly support bicycle lanes and shoulders to roads. I am very concerned about the impact to my development, Quail Creek, with the LRTP.
3. A lot of information in a short period of time.
4. Just generalities most needing further study.
5. Reasonable
6. Ok, Cautious

**Pleasant Garden**

1. The intro was all about Greensboro and did not get involved with Southeast/Pleasant Garden interests until we started asking questions.
2. Was not at meeting till the end. I came to see the maps and had questions. Was told by neighbor that it might concern my property
3. Informative
4. I think I feel better since supposedly there will be access from Liberty Road onto 421 at Williams Dairy.
5. Mixed reaction to future plans of interchange at Neelley/Hwy 421 – Forest Oaks and Pleasant Garden residents have different needs.
6. Planning is obviously necessary. Some of the proposals have a negative impact of specific areas. These areas need additional attention.

**City Hall**

1. Your conclusions seem about what I expected
2. Resigned with a little sense of hope
3. Positive

**4) Please note any comments that you have about the following:**

**a. 2030 Roadway Investment Plan**

**Bessemer**

1. 29 North/South near East Lee and East Market need some sound barriers

**Summerfield**

1. It would be very helpful if it comes to pass
2. We were left with the impression that the “airport connector” was being relocated to avoid our development. Tonight we were told a different story that the road could move up, down or through our development. We cannot afford to have our home lose value or to lose our home!
3. This plan ignores alternative transportation; lacks vision; too much money!
4. What is the purpose of additional roadways to the airport? Highway 40 to Highway 68 is more than sufficient. It is a waste of tax money to extend Sandy Ridge Road. Also, the proposed C9 Extender was promised to be moved further South of Quail Creek Development and is still shown running through the lower part of our development.

**Pleasant Garden**

1. Concerned about the number of access to 421 – will there be another interchange between Edgemont and Woody Mill

**City Hall**

1. respondent has marked word "investment" with a question mark
2. Discouraged at how much of GSO is going to be paved - so many wide-laned roads i.e. 2 to 5 lanes
3. Good

**b. 2030 Public Transportation Investment Plan**

**Bessemer**

1. This is special interest to me.

**Summerfield**

1. More Public Transportation would help
2. A positive use of public funds
3. Continue to put efforts and money into bicycle routes and dedicated pathways; i.e. – 150 has a tremendous number of bicyclists and I would bike if it was safer.

**Pleasant Garden**

1. With both parents working and needing daycare for children Public Transportation isn't viable since population is not dense.

**City Hall**

1. respondent has marked word "investment" with a question mark
2. Excited at prospect of rail - don't feel push for more ridership is realistic given current mindsets - I believe the entire bus route and usage and needs should be completely overhauled - bus still do not go where people want to go
3. Good

**c. 2030 Non-motorized Investment Plan**

**Bessemer**

none

**Summerfield**

1. It would not affect me much.
2. Sidewalks are fine, but bicycles will get vehicles off the road. Bicycle arteries need to be identified and developed as bike lanes. Bike trails are primarily for recreation.
3. Continue to look at transit plans and row acquisition plans so future routes can be easier to develop into transit corridors.

**Pleasant Garden**

1. How will it be funded?

**City Hall**

1. respondent has marked word "investment" with a question mark
2. Withholding comment until we see a real plan - not just more studies.
3. I would like to see a budget created specifically for the bicycle element so that this element is not neglected. Bike lanes or wide outside (paved) shoulders should be considered for many LRTP roadway projects.

**d. Proposed Thoroughfare Plan**

**Bessemer**

**Summerfield**

1. Good in theory
2. Well thought out plan.

**Pleasant Garden**

1. We don't want Forest Oaks & Lynwood Lakes to be cut off from 421 when you start closing existing entries.
2. Additional alternatives are required for Pleasant Garden.

**City Hall**

- a. Sounds good.

**e. Draft Collector Street Plan**

**Bessemer**

none

**Summerfield**

none

**Pleasant Garden**

none

**City Hall**

1. Sounds good.

**f. Transportation Policy issues**

**Bessemer**

none

**Summerfield**

none

**Pleasant Garden**

none

**City Hall**

1. Still need more emphasis on keeping roads to a minimum to discourage use of cars and more use of other modes of transit
2. Mostly positive response, especially to increase in sidewalks and improvements to public transportation. I am still concern that bicyclists will not be able to travel safely. Please work hard on this piece a lot. Many cities have in the last 10 – 30 years fixed with very (positive) results.

**5) What other comments do you have?**

**Bessemer**

1. Why was PART connector for WS to High Point rather than Greensboro?

**Summerfield**

1. My main concern is the US 220 connector and the 4-lane widening of US 220N to Horse Pen Creek Road as I live on US 220. The traffic situation is getting worse each year.
2. Please move the airport connector road away from Quail Creek! Thank you for inviting comment.
3. Did you know that Guilford County has more horses than any other County in NC? Do we have a hidden asset that would be worth cultivating?

**Pleasant Garden**

1. Our real interest is in getting an entry/exit to 421 from Neelley Road/Williams Dairy Road connection (Roadway Project R-2612). The Woody Mill Road interchange with all of the school bus/car traffic from S.E. High/Middle doesn't make sense without another way to get to 421 to go to town – hence Neelley Road/Williams Dairy.
2. I am concerned about plan D-14 – it will come through or near my farm. This property has been in our family for at least 5 generations. Some farm land must be maintained.
3. An interchange onto 421 from Williams Dairy is very badly needed. Consider school buses and Forest Oaks.
4. We really need access to Hwy 421 @ Neelley Road or Alliance Church Road
5. When NC 22 was closed, no reasonable alternative has provided. The east side of Pleasant Garden needs access to 421 North of Neelley Road.

**City Hall**

1. Cross walks need to be protected from car encroachment. (Police involvement?) No one can make "use" projections for bikeways or walk trails when there are very few in place.
2. Walkways and bikeways are more attractive if mass transit stops can be available if a walker or biker is too tired to return under his/her own power.
3. Thank you for keeping the public up to date and inviting our feedback.

## **WORKSHOP HANDOUTS**





## Long Range Transportation Plan Public Workshops

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### You are Invited!

The Greensboro Urban Area Metropolitan Planning Organization (MPO) invites you to attend the third round of public workshops for the 2030 Long Range Transportation Plan. At these workshops, participants will learn about the draft plan and efforts to create a balanced strategy for meeting future area transportation needs. You are encouraged to attend, and to share your views, concerns, and priorities!

### Plan Area & Scope:

The planning area covers much of Guilford County, including the City of Greensboro and the Towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, and Summerfield. Current work reflects an extensive study of future transportation needs and high levels of public participation in earlier workshops.

The workshops will feature presentation and discussion of key elements of the draft plan. These include proposed future transportation projects and investment strategies, an updated Thoroughfare Plan, and a new Collector Street Plan. Expected air quality impacts will be reviewed in a preliminary form, along with information about costs and revenues associated with plan recommendations. Preliminary public policy recommendations and future study needs will also be identified.

### Upcoming Activities:

The plan document and supporting materials will be made available for public review following these meetings. The MPO will consider adoption of the plan at their July 22<sup>nd</sup> meeting, following a final public review meeting.

### Who Should Attend?

- Anyone who drives, bikes, walks, or rides public transportation.
- Anyone interested in commerce and the movement of goods.
- People interested in shaping the future of their community and the transportation system.

**Your participation in these meetings will help to ensure that key transportation issues and priorities are fully considered. You are welcome to attend any of these meetings that you find convenient!**

### When and Where

<b>June 3</b> 6:00 - 8:00 PM	<b>Bessemer Elementary School</b> 918 Huffine Mill Road, Greensboro, NC
<b>June 7</b> 6:00 - 8:00 PM	<b>Summerfield Elementary School</b> 7515 Trainer Dr., Summerfield, NC
<b>June 10</b> 6:00 - 8:00 PM NC	<b>Pleasant Garden Elementary</b> 4833 Pleasant Garden Rd., Pleasant Garden, NC
<b>June 17</b> 5:00 – 7:30 PM	<b>Greensboro City Hall Council Chambers</b> Melvin Municipal Office Building 300 W. Washington Street

For more information, please visit the MPO website at [www.greensboro-nc.gov/LRTP](http://www.greensboro-nc.gov/LRTP).  
You may contact the MPO staff at [pdot@greensboro-nc.gov](mailto:pdot@greensboro-nc.gov) or (336) 373-GDOT(4368).

**Comments may be sent to Attn: LRTP to the website or e-mail address listed above or via fax to (336) 412-6171**



## Greensboro Urban Area Long Range Transportation Plan Questionnaire

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**June 2004**

THANK YOU for participating in the third round of public workshops! Your comments will be considered by transportation planners and elected officials as the 2030 Long Range Transportation Plan is completed. Please complete the form and return it to the MPO staff. Listing your contact information on the last page will help us inform you of further developments on the plan.

1. How many years have you lived in the Greensboro / Guilford County area?
2. Did you attend any of the first or second round of public workshops?
3. What is your general reaction to what you heard at this meeting?
4. Please note any comments that you have about the following:
  - a. 2030 Roadway Investment Plan
  - b. 2030 Public Transportation Investment Plan
  - c. 2030 Non-motorized Investment Plan

Please note any comments that you have about the following: *(Continued)*

d. Proposed Thoroughfare Plan

e. Draft Collector Street Plan

f. Transportation Policy issues

5. What other comments do you have?

6. CONTACT INFORMATION (please fill out the following)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

E-mail: \_\_\_\_\_

*Please return this comment form by July 2, 2004 to one of the following:*

**Attn: LRTP  
Greensboro Urban Area Metropolitan Planning Organization  
c/o Greensboro Department of Transportation  
P.O. Box 3138  
Greensboro, NC 27402**

**Email: [plc@greensboro-nc.gov](mailto:plc@greensboro-nc.gov)**

**Fax to (336) 412-6171**

### The Vision

*"To develop and maintain a safe, efficient, and environmentally compatible transportation system that provides convenient choices for accessing destinations throughout the Greensboro Metropolitan Area and the Triad, including well-integrated, connected public transportation, pedestrian, and bicycle networks."*

### Round 2 Public Involvement

- Included 4 workshops throughout the study area
- Small Group Discussions with workshop participants
- Questionnaire
- Interviews with elected officials and freight representatives
- A phone survey of 1,200+ residents within the study area

*A summary report that documents all of the data collected during the second round of public involvement is available on the project website.*

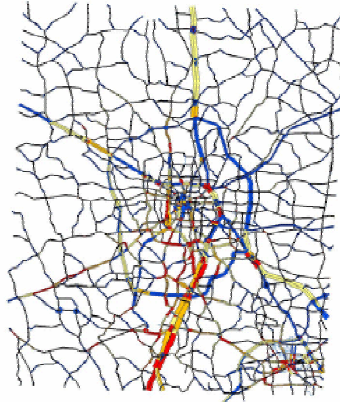


### Technical Analysis

Extensive analysis was conducted which compared the performance characteristics of three distinct scenarios:

- Existing and Committed Projects (those projects that are already funded)
- Highway Focus (represents continued expansion of the highway system only)
- Alternative Focus (redirected emphasis on alternate modes including bike, pedestrian, and public transit)

*The combination of technical analysis and public comments contributed to the development of a recommended plan.*



### Adoption Process

The Greensboro Urban Area MPO will hold a pre-adoption public review meeting on **July 29, 2004**.

The MPO's Transportation Advisory Committee will consider the plan for adoption on **August 26, 2004**.

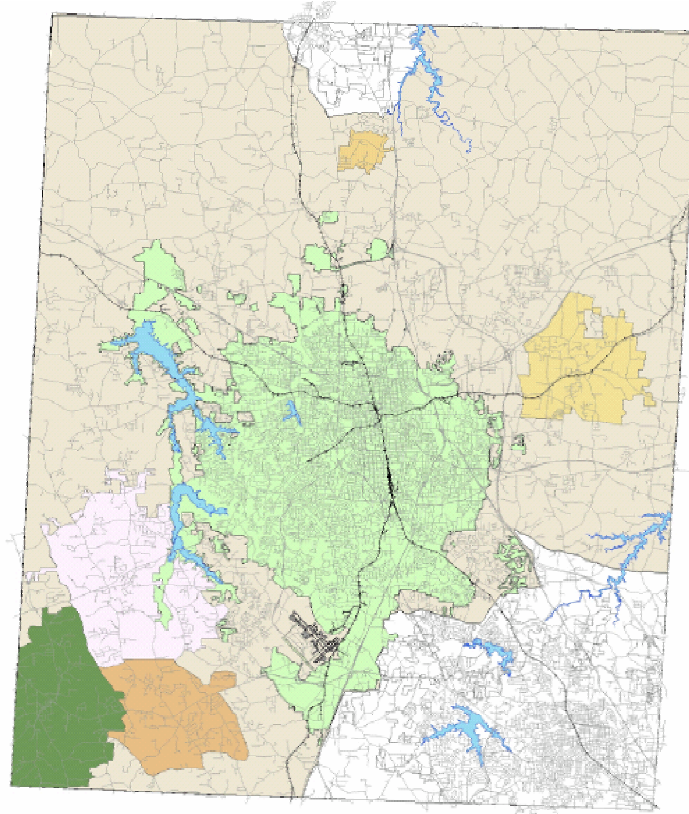


***Greensboro Urban Area Metropolitan Planning Organization***

# Greensboro Urban Area 2030 Long Range Transportation Plan



3<sup>rd</sup> Newsletter



June 2004



## Greensboro Urban Area Transportation Plan

### Project Update

Work on the 2030 Long Range Transportation Plan (LRTP) has progressed substantially since the February 2004 public workshops. Key elements of the plan are now ready for presentation and review. These elements were developed in light of findings from extensive community involvement efforts, a comprehensive technical analysis, and a detailed review of existing transportation and community plans. The third round of public workshops offer you the opportunity to learn more about recommended future highway expansion, public transportation services, and bicycle and pedestrian facilities. The Proposed Thoroughfare Plan, the Working Draft Collector Street Plan, and a range of recommended transportation policies will also be presented. Your comments will help to ensure that significant needs have been addressed, and that public concerns on various issues are clearly understood.

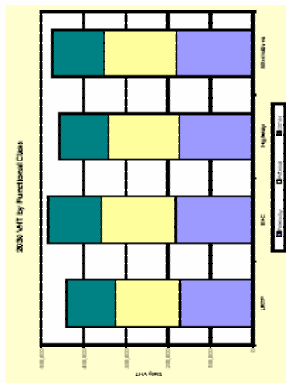
telephone survey. These themes include the need for a balanced transportation system that provides a range of convenient transportation choices, along with strong support for:

- Strategic investment in the highway system;
- Expanded pedestrian and bicycle facility networks; and
- Enhanced and expanded public transportation services.

### Analysis

The LRTP effort has involved extensive analysis of existing and future travel conditions and choices. The February workshops included a review of an important element of this work and related to what could be expected to occur by the year 2030 under three different alternative future transportation investment scenarios. The *Existing and Committed* (E+C) scenario evaluated the performance of projects with funding or other public commitments. The *Highway Focus* scenario built on the E+C by adding substantial additional highway improvements targeted to areas where significant future congestion is expected, while holding public transportation and pedestrian and bicycle accommodations to the E+C level. The *Alternative Focus* scenario assumed a major expansion of local public transportation, implementation of regional rapid transit, improved local street connectivity, and technology improvements, as well as expanded bicycle and pedestrian accommodations, but no major expansion of roadway capacity beyond the E+C.

The results of this analysis showed that a balanced investment plan will be key to providing the transportation facilities, services, and choices needed for the area's future. The proposed Long Range Transportation Plan has been developed with this goal in mind. Interestingly enough, the proposed plan outperforms the Highway Focus on one key indicator of future traffic conditions: vehicle hours traveled. Analysis for the 2030 plan also supported the development of the Proposed Thoroughfare Plan and the Draft Collector Street Plan.



### What's Next?

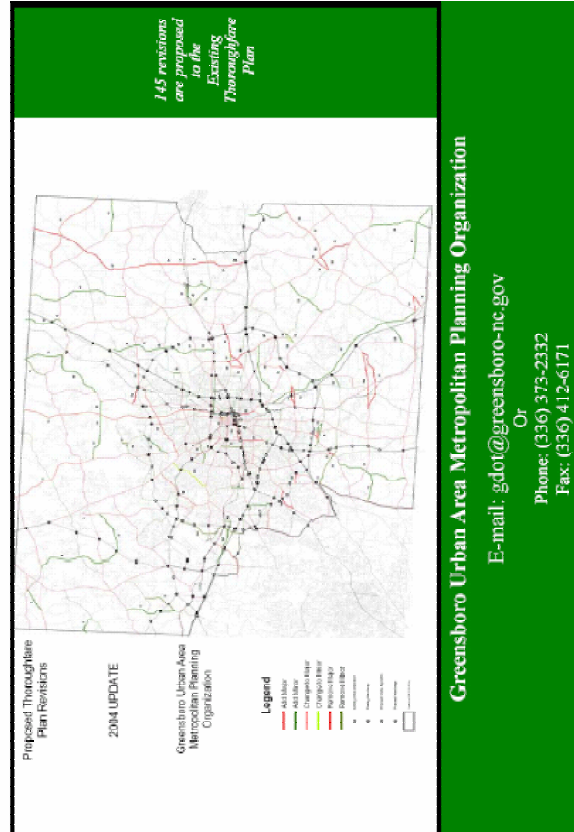
The draft LRTP elements will be refined and incorporated into the draft LRTP document following the third round of public involvement. The LRTP will then be released for public review and comment on the MPO website, and at a range of public locations or sites throughout the planning area. The document will include:

- Proposed future transportation projects and investment strategies.

- An updated thoroughfare plan and a collector street plan.
- Identification of transportation investments requiring further study or new revenue sources.
- Transportation policy findings and recommendations.
- Supporting financial analysis and a demonstration of conformity to air quality requirements.
- Maps and summaries of public involvement and technical analysis.

The public review period will begin on July 12 and end on August 11. It will include a final public review meeting in Greensboro on July 29 at 6 pm in the City Council Chambers. Look for more information on the website or sign up to receive additional information directly! Please share your thoughts regarding the plan at:

[www.greensboro-nc.gov/LRTP](http://www.greensboro-nc.gov/LRTP)



## **OTHER COMMENTS RECEIVED**

From: Rick Spencer [ [RLSPENCER1@EARTHLINK.NET](mailto:RLSPENCER1@EARTHLINK.NET) ]  
Sent: Friday, February 27, 2004 8:06:57 PM  
To: Email, Gdot  
Cc: [Mark\\_Gatehouse@vfc.com](mailto:Mark_Gatehouse@vfc.com)  
Subject: 2030 LRTP input, Greenway Trailheads and parking  
Auto forwarded by a Rule

Dear Sirs:

With the Strawberry Road parking access to the Greenway Trail becoming a popular and sometimes overcrowded location, I would like to suggest a bike trail/lane along Strawberry Road. This would give the many communities such as Hillsdale Lakes, Polo Farms, Polo Trails, Lochmere and Stable Ridge a *safe* option to riding the shoulders of Strawberry Road to reach the trail head...and potentially reducing the amount of parking space requirements for same. It is my understanding that folks tend to drive to the trail head vs. biking or walking due to heavy traffic and narrow shoulders on Strawberry Road. The pending extension of the Greenway north of Strawberry Road has tremendous potential and will further attract hikers and bikers from these and other communities, adding to the desirability of a bike trail/lane to this junction. If you deem this suggestion to have merit, I would be glad to help in anyway I can to make it happen.

*The following link shows the location of mention...you can copy and paste to your browser and then zoom out one step for proper size.*

<http://www.mapquest.com/maps/map.adp?location=cZr9bcwvj%2fKU9ge2OangvGgP0SZK42Hl%2bxsJGI4WTejQxqblilYShdVWON3bemvJ2VDCQ7jBDRbsN9NnNxJkQBdZ7NSUW%2bLYppJZ5rxbmmanFoDX5ezBjXNsnA%2bs3Bf&address=Strawberry%20Road&city=Summerfield&state=nc&zipcode=27358&country=US&addtohistory=&submit=Get%20Map>

Thanks for your consideration in this matter.

Rick Spencer  
(h) 336-643-6335  
(c) 336-430-6228  
[rlspencer1@earthlink.net](mailto:rlspencer1@earthlink.net)

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**From:** Stansbery, Stephen  
**Sent:** Tuesday, March 02, 2004 9:02 AM  
**To:** 'Meyer, Tyler'  
**Cc:** Sovich, Jeffrey; McKinney, Craig  
**Subject:** Sedalia Meeting

Last night Craig and I attended the Sedalia Town Council meeting. We presented background information about the MPO and the LRTP planning process. In addition, we provided handouts from the first and second rounds of public involvement. Given the format of their meeting, we didn't have the opportunity for small group discussion but we did have time for questions and answers. I attempted to make some notes as questions and answers were provided:

- How will this plan affect Sedalia?
- Is there a chance that this plan will be impacted by the current poor economic conditions?

- Bethel Church Road and Hwy 70 both need the speed limit reduced...we've petitioned NCDOT but have not been successful.
- Sidewalks and safe crossing areas are needed along Hwy 70 (around the school and museum - in front of Town Hall and post office).
- We were of the understanding that all secondary roads would be paved in Guilford County...there are still a number of roads in and around Sedalia that need to be paved. This should be a priority. We have asked NCDOT numerous times, but have not been successful. (Craig committed to contacting NCDOT regarding the current priority list for street paving and will forward on to the council). The issue of paving dirt roads was mentioned 3 times in the course of the Q & A.
- Hwy 70 from Wendover Ave east to the county line needs to be widened ASAP. There is more traffic out here than people think. People continue to use this route as a connection between Burlington and Greensboro. There has been a lot of development that is approved (including Brightwood) that will have a profound impact on traffic. This should be a high priority. We heard multiple comments about the need to widen Hwy 70.
- We understand that when Hwy 70 is widened it will likely need to be relocated around the historic section of Sedalia...where will it go? (Craig provided an aerial and asked the council to think about where they believe the road should go and committed to a follow-up meeting to work with the town on a preliminary alignment.) Councilman Clarence Meachem will be the contact for the Town on this matter (phone # 336.449.1132)
- Boone Valley Road should be paved in association with Brightwood Subdivision project.

In addition, we left a questionnaire and asked that they return it to Cam (town clerk) who will fax them to me for incorporation in the round 2 comments. We communicated that a final round of meetings will be held in April and that we would send a meeting notice to Cam for general distribution.

We spend about an hour with the Council and the audience. They asked good questions and have interest in participating in the final round of meetings.

Stephen M. Stansbery, AICP  
Kimley-Horn Associates

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From: Bellamy-Small, T. Dianne [bellamy.small@greensboro-nc.gov]  
Sent: Monday, May 03, 2004 3:36 PM  
To: Sovich, Jeffrey  
Subject: RE: Public Workshops - Long Range Transportation Plan

I regret I can not attend but please send me a brief summary. TDBS

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From: April Wreath [april\_wreath@infionline.net]  
Sent: Wednesday, May 05, 2004 7:54 PM  
To: Sovich, Jeffrey  
Subject: RE: Public Workshops RESCHEDULED!! - Long Range Transportation Plan

Mr. Sovich,



You all have been collecting input from citizens attending these workshops. My question is, what are you doing with this input? After the 2nd round of workshops I sent a detailed message concerning the RS -2612 as it relates to the Town of Pleasant Garden. Will the MPO have a response to this input before the next meetings take place? Is this input being shared with NC DOT? I would like to know if there is any way of getting your feedback to citizens' input before the next meeting in June.

Sadly, my experience has been that NC and G-DOT simply ignore all citizen input and go ahead with what they have already decided to do before any workshops are held. Since this appears to be the case, I wonder what the value is in holding these workshops. My neighbors and I are reluctant to waste our time at DOT workshops if our opinions are not really being considered.

April Wreath

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David L. and Martha S. Emrey  
708 Mayflower Dr.  
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6/14/04

City of Greensboro  
Dept. of Transportation  
300 W. Washington St.  
Greensboro, N.C. 27402

ATTN: JEFFREY Sovich, MPO Planner

Dear Mr. Sovich;

Please read this letter at your meeting, Thursday June 17<sup>th</sup>, as we will be out of town.

Jointly we have 33 years of bike riding in Greensboro, non-competative, just for exercise and contemplation usually after a days work and on Saturdays and Sundays.

We have always believed this 'recreational therapy' to be directly attributed to our vitality and good health and we plan to keep on riding.

Others may someday discover this low cost way to stay fit and healthy and we would encourage the City to simply paint a 3'-0" wide bike lane on each side of streets, stencil 'Bike Only'.

Many Greensboro streets are wide enough to do this some wide enough for both a parking lane **and** a bike lane. Charlottesville, VA has done this and experiences many bikers daily.

While we appeal as individuals, it is easy to see broad Public Health ramifications.

Please call if we can be of assistance.

David & Martha Emrey